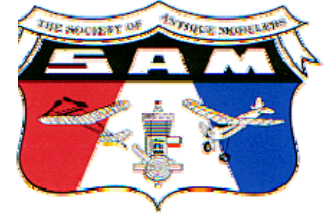




**THE NEWSLETTER OF SAM 26, THE CENTRAL
COAST CHAPTER OF THE SOCIETY OF
ANTIQUe MODELERS.**

AUGUST 09 #238



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NEXT CHAPTER MEETING is changed to Jim Bierbauers', but still on August 19.

HARDY ROBINSON was going to host the meeting above, but he may be in Los Angeles for what we all hope and believe is a routine medical test. "Robby" had an overnight trip to the hospital recently, but they fixed him up and sent him home in good shape. This would be a follow up test, mostly to ward off lawyers and provide a little extra income for the Medics.

THE 1/2A TEXACO POSTAL date most convenient for SAM 26 will be **September 19**, with possible rain dates (HA!) of Sept 26 and/or October 17, in order to duck and swerve around the SAM Champs preparation and attendance dates.

SEPTEMBER 26-28 is scheduled for the SAM 27 Bash at the Schmidt Ranch. That's Saturday through Monday instead of their past Friday-Sunday schedule. By doing this they attract a few overseas visitors coming to the SAM Champs the following week. But it does put a bind on those of us who'd rather not be traveling back and forth just before attending the 'Champs.

OCTOBER 5-9 is the flying schedule for the **SAM Champs** at Henderson, Nevada.

OCTOBER 24-25 will see the 34th running of the **John Pond Commemorative** at Taft, CA.

AN INCIDENT occurred at the Drum canyon flying site which had a happy ending. It started with a potentially disastrous treetop landing, which could have caused more problems had not blind luck intervened at the last minute. The retrieval crew was assisted by the lady residing in the house nearest the field who supplied a ladder. The ship was successfully lowered to the ground with no damage.

There's also little sequel to this story, involving model flying, horses and engine noise. That too had a pleasant ending, but that one deserves to go in the Old Timer column in the December edition of Model Aviation.

FROM THE FLIGHT PLUG: The newsletter of the SCIFS, or Southern California Ignition Flyers, edited by John Reese. At a recent club meeting they had a discussion about using fuel pressure, either bladder, or hard tank in engines. They felt that the pressure squeeze had the effect of reducing bubbles in the fuel which produced a more consistent engine run.

That's a possible side effect I'd never considered or heard discussed before. But the *degree* to which this might help is the great unknown. The main reason pressure is generally considered to be effective is that pressurizing supplies a more even fuel flow when larger venturi openings reduce air velocity past the spraybar.



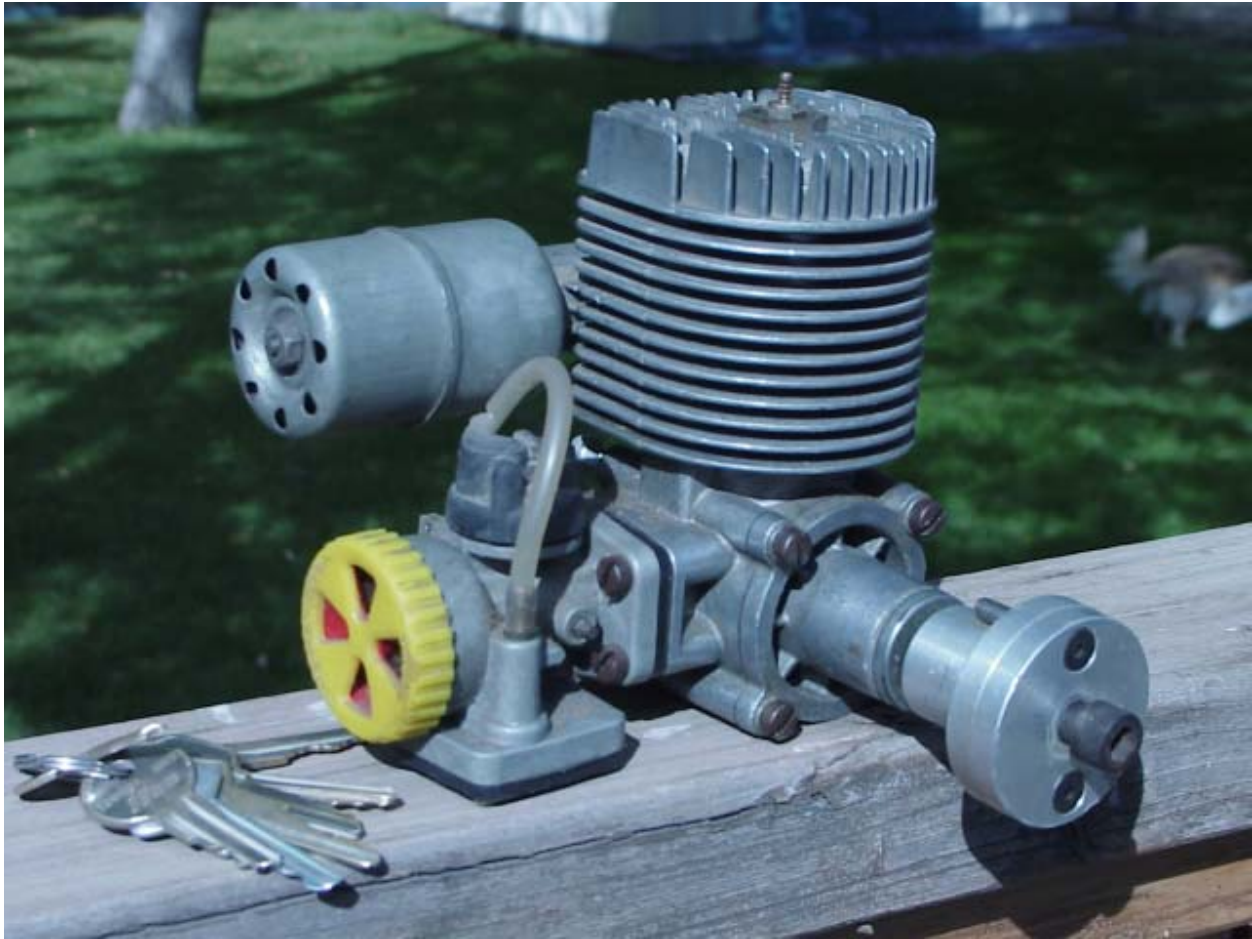
Here's that engine I mentioned in the last issue. It sat among unused things in my garage. I hadn't considered it as part of my engine collection until I "discovered" that it was an **O&R Compact** aircraft engine. At first it looked like a single speed engine with no throttle, but that didn't seem reasonable. Closer examination revealed a small lever operated throttle valve almost hidden under the carburetor. It had that 16-6 prop, aluminum firewall mount, and of course a magneto ignition system. Before meeting up with this one, the only O&R Compact I'd dealt with was used on a powered skate board. Maybe I'll get up the courage to run this one sometime. Hey, I wonder how it might do in the O&R side port event.

This one was probably not a conversion, but one of the factory variations of the Compact made for RC. I'd seen other versions of the compact, but they usually had a sheet metal heat shield with the O&R logo clearly visible. Those also usually sported a retractable rope pull starter

The Engine Collectors' Journal had this to say about the engine:

"The O&R Compact first appeared late in 1961 in a $\frac{3}{4}$ HP version and available in 16 variations with various combinations of centrifugal clutch and reduction gears. It had a 1.250" bore X 1.032" stroke for a displacement of 1.26 cu. in. The O&R Compact #1 was soon followed by the #2, with raised compression and new cylinder porting for higher horsepower. The #3 version featured a new beefed up crankcase, 9:1 compression and further improved porting."

"Another interesting variation was a water cooled cylinder, of which 190 were produced for a powered surf board venture. Octura sold some of those to model boat fans."



And here's the **COX** counterpart to that O&R engine. This one's not mine, and it could be rarer, or at least less common than the O&R, because I'd at least heard of and seen the O&R Compact. This one's a 1.4CI chainsaw conversion. It's not quite as massive as it first appears when you compare it to the keys beside it. Notice that it's a glow engine, which is a little unusual for these large industrial type engines.

MODELER MAKES THE NEWS IN 1942: Here's an old report, probably from the San Diego newspaper, excerpted from the SCIFS newsletter and edited for brevity.: "When Tom Hammond Jr., 15, launched his elastic propelled model plane, he had no intention of running afoul of navy or civil aeronautics board regulations. But his motorless aircraft flew to a height of 1000 feet out over the bay. For more than an hour, it circled at an altitude of 300 feet over the naval air station flying field. No non government aircraft is permitted on North Island. It is also against all regulations to circle continuously, where planes are constantly landing or taking off."

"But Hammonds' plane flew until the wind died down before it made a graceful three point landing in the center of the flying field. It had remained aloft for more than two hours from the time of launch. Several hundred workmen and naval personnel intently watched the plane as it continued to fly over the island. Hammond had his name and address on the fuselage, and naval authorities later returned it to him."

Your editor had the privilege of sharing a room with Tom at the last Colorado SAM Champs. He's a fine gentleman and has always been an avid and active free flight modeler.

RESULTS – SAM 30 LOREN SCHMIDT MEMORIAL CONTEST – SCHMIDT RANCH – JULY 25 AND 26, 2009

TEXACO

1) S. Lane	Anderson	OS 60 4-S Ign.	19:56	--	--	19:56
2) D. Lewis	Bomber	OS 60 4-S	:05	7:55	--	8:00

1/2A TEXACO

1) J. Chichilitti	Baby Playboy	Cox	8:37	7:53	10:59	19:36
2) C. Cutbirth	Playboy	Cox	7:22	11:18	5:49	18:40
3) G. Leopold	Rambler	Cox	7:20	--	--	7:20
4) B. Copeland	Anderson	Cox	3:40	1:30	--	5:10

A GLOW LER

1) D. Lewis	Bomber	ST 15	4:23	7:00	6:40	--	13:40
2) F. Womack	Interceptor	Veco 19	5:13	2:20	7:00	--	12:13

B GLOW LER

1) J. POCO	F. Westerner	OS 25	8:00	4:37	LOF	--	12:37
2) B. Copeland	Bomber	OS 25	8:00	2:45	0	4:01	12:01
3) D. Lewis	Bomber	ST 29	4:10	3:37	6:22	--	10:32
4) Wayne F.	Kerswap	MVVS 21	:10	--	--	--	:10

C IGNITION LER

1) S. Lane	Anderson	?	6:27	9:00	8:03	--	17:03
2) D. Lewis	Bomber	EDCO	7:02	7:15	--	--	14:17

ANTIQUA (COMBINED)

1) D. Lewis	Bomber	EDCO	3:39	3:07	4:32	--	8:11
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ELECTRIC LMR

1) A. Tickle	Bomber	?	6:46	5:13	4:08	7:09	13:55
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BROWN JR. LER

1) G. Leopold	Thunderbird Mk 1		4:29	6:21	15:07	15:07
2) S. Lane	RC-1		6:55	9:04	--	9:04
3) J. Chichilitti	Buccaneer		4:02	5:21	6:35	6:35
4) C. Cutbirth	RC-1		4:04	3:30	--	4:04

SPEED 400 ELECTRIC

1) A. Tickle	Dallaire		6:06	5:33	--	11:39
2) F. Womack	Kerswap		5:30	5:50	--	11:20

SAM 30 again put on their annual contest right in the middle of July and, on the whole, they pulled it off; even though it was warm, even hot (temps in the mid-90ies), everyone seemed to hold up in the heat with plenty of water and soda available. The air was stagnate with no wind at all and hardly any thermals; the usual Schmidt Ranch amenities were there: the nice shade trees, the pancake breakfast, the real nice lunch with lemonade and desert for only 5 bucks.

RESULTS – LOREN SCHMIDT MEMORIAL CONTEST - SCHMIDT RANCH - SUNDAYS EVENTS

A LER IGNITION

1) G. Leopold	Playboy Jr	Elfin Diesel	2:01	7:00	7:00	--	14:00
2) D. Lewis	Playboy Jr	Elfin Diesel	6:02	2:46	3:39	--	9:41
3) J. Chichilitti	Playboy Jr	Elfin Diesel	3:58	3:29	2:41	5:28	9:26

B LER IGNITION

1) S. Lane	Anderson	?	3:00	4:45	2:28	--	7:45
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C LER GLOW

1) D. Lewis	Bomber	K&B 40RR	8:04	9:00	9:00	--	18:00
2) S. Lane	Anderson	?	6:27	9:00	8:03	--	17:03
3) D. Saso	RC-1	OS 40	2:42	2:38	2:39	--	5:21
4) B. Copeland	Hayseed	OS 40	1:49	--	--	--	1:49

ELECTRIC TEXACO

1) A. Tickle	?	?	13:27	15:45			15:45
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½ A TEXACO SCALE

1) C. Cutbirth	Curtis Robin	Cox	11:37	9:56	12:47		24:24
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A TEXACO

1) F. Womack	Kerswap	?	7:30	12:39	--		20:09
2) W. Pickering	Kerswap	MVVS	7:07	7:43	--		14:50

OHLSSON SIDEPORT

1) D. Lewis	Bomber	O&R	2:42	7:00	3:44	--	10:44
2) J. Chicklitti	RC-1	O&R	5:54	4:49	3:36	--	10:43
3) S. Lane	Clipper	O&R	4:56	4:52	5:02	--	9:58

FOX A COY

1) B. Covolo	Bomber	M cCoy	7:00	7:00	(coin flip)		14:00
2) F. Womack	Kerswap		7:00	7:00	(coin flip)		14:00
3) D. Lewis	Playboy Sr	McCoy	2:30	5:12	--		7:42

Sunday was a much better day (not that it was cooler—still in the 90ies) but there was a slight breeze that really helped everyone to feel a little cooler. The moving air wasn't enough to bother the airplanes at all but it sure felt a lot better. Miriam Schmidt, our hostess lady, really outdid herself on the lunch; we had fried chicken, hot dogs, hamburgers, sodas, lemonade and a fruit cobbler (with ice cream). People will want to start moving to Schmidt Ranch. Dave Lewis

Overall Trophy Competition:	1) D. Lewis	20	4) G. Leopold	7
	2) S. Lane	12	5) J. Chichilitti	6
	3) F. Womack	9		



F3F: Here's a pre flight sneak preview of Dick Fischers' nearly complete new ship. We last saw it in unfinished form and were amazed at the final outcome when the finish and colorful decorations were applied. Dick had help with research and development of those authentic markings. The decals are computer generated using ink jet printers on special paper designed to produce water slide decals. That red ring around the rear fuselage was accurately aligned with a laser level. Power will be a Saito four stroke. Initial flight may or may not be from Drum Canyon Farm, as the site is not exactly known for smooth paved runways. But it's fine for most of our light weight high powered old timers, which would have to be classified as STOL, or Short TakeOff and Landing types.

Tandy Walker asked SAM Talk about water slide decals that can be made on ink jet printers. So I imagine others would like to know the source Dick used. You internet weenies can Google Bell decal and get all the information. Otherwise, you can call 305-593-0911, or write Bell decal at 6905 NW 25 St. Miami Fl. 33122. The 8.5X11" sheets are priced at just under a buck a sheet in minimum 10 sheet quantities. They have the paper in clear or white. The white is needed when the decal includes white, because an ink jet printer can't print white.

SAMCHAMPS HOTEL rates have been reduced slightly according to Contest Manager Mike Myers: "Gentlemen, sometimes hard times for some folks mean better times for others. The hotel business in Las Vegas is suffering--and so previously negotiated room rates have been lowered. The big reduction takes place in the Friday and Saturday night rates--but that makes it easier to stay for the Friday night banquet. Here's the message I got from Peggy Fussell Group Sales Coordinator at the Fiesta Henderson today. - Mike Myers."

[10/2 -10/11- Mid-week rate Sunday thru Thursday - \\$49.00 \(previously \\$50.00\) and Weekend rate Friday & Saturday- \\$69.00 \(previously \\$100.00\).](#)

To make a reservation using these rates call Fiesta Room Reservations direct at (800) 388-8334 and ask for the "SAM Champs" 2009 rate. Please feel free to contact me with any questions that you may have.

Penny Fussell | Sales Manager
Fiesta Henderson Casino • Hotel



Nope, this isn't the dry lake at Henderson Nevada, where the SAM Champs will take place. It's a dry lake in Argentina, situated at 11,800' altitude! The two nicely trimmed Playboys belong to photographer Carlos Quiroga. That most active modeler Alfredo Herbon sent the pictures, which were taken at an old timer meet held on the site. Alfredo says the lakebed is about 50,000 acres. If you think performance at Denver Colorado is affected by altitude, imagine it at over two miles above sea level. Is that tennis net at the upper left?

HOMELAND SECURITY has recently been reduced in some areas and beefed up in others. It's been reduced where it applies to foreign terrorists, such as Islamic radicals, Muslim extremists, Taliban, etc; which I hear should no longer to be referred to as terrorists. But it's been increased for potential domestic terrorists, including model airplane flyers and light plane pilots. You probably won't catch this on the evening news, but you can read a quick report in the 8-09 issue of Model Aviation on page 142.

I quote: "--we have a new temporary restriction to deal with pertaining to our model flying fields. Since January our beloved hobby for the first time is being affected by VIP (Very Important Person) movements in and around the contiguous United States. Most of these (*FAA NOTAMS*) have to do with the Presidential entourage as it moves from city to city for visits and functions."

We use print space here for this announcement, because most model flyers aren't in the loop for receiving NOTAMS, so we might fail to get the message and be taken into custody as a model flying terrorist. Fortunately we'd probably not be shot on the spot as I noted in the recent movie about Dictator Idi Amin. At least I don't think that would happen.

Soldering Clinic

by Vincent P. Lipton

The following guidelines will help you achieve good, reliable solder joints, and will hopefully encourage you to be more adventurous with your model's on-board control systems.

Rule One: Use a small soldering iron for small jobs (small wires and connectors) and a large iron for large jobs (landing gear wire, tinplate, music wire, etc.). In a pinch, you can wrap a piece of thick copper wire tightly around the tip of your "blunderbuss," extending the copper wire tip about ½ inch beyond the tip of the oversize soldering iron or gun, thereby creating a small iron. Be sure to run the solder around the contact region between the big tip and the coil of wire, to make a good thermal contact.

Rule Two: A good solder joint is usually made from the standard 60/40 blend of lead and tin. If this alloy is allowed to oxidize by being overheated, or heated for too long, the binding properties of the solder degrade seriously. Don't use solder that has been sitting molten on the iron tip for more than five seconds. Wipe it all off. Discarded solder blobs are useless; don't save them. Always use fresh solder.

Rule Three: Keep a piece of dampened (not soaked) sponge nearby to clean oxidized solder off the iron tip. This must be a natural sponge, not one made from foam or plastic (which melts). You'll find the green Scotch-Brite kitchen pads ideal. Clean off your soldering iron tip on this just before you make any solder joint. The tip of your iron should look bright and shiny just before you apply it. Oxidized solder looks dull and grainy. Get rid of it! I find that I discard 70% of my solder by cleaning it off and replenishing it with fresh, but it's well worth it.

Rule Four: Always use resin-cored solder. You should never need liquid or paste acid-flux if you prepare your work correctly. The resin core melts when you apply solder to the job and acts as a cleaning and flow agent so the solder will bind properly.

Rule Five: Use only enough solder to bind the two objects together. Extra solder does nothing to increase strength, but only adds weight.

Rule Six: Always tin both parts before joining together. Tinning means heating the areas to be joined, applying solder to the junction of the hot tip and the part, and ensuring that the part is evenly coated with a good, shiny film of solder.

Joining Electrical Wires

1. Strip off 3/32- to 1/8-inch of insulation.
2. Tin the wire so it looks uniform and shiny.
3. If the solder "drags" and looks dull and grainy, apply the iron again, apply more solder, and clean off the excess.
4. Slide a piece of heat shrink tubing approximately double the wire diameter and about 3/8-inch long over one of the wires.
5. Lay the two tinned ends side by side.
6. Heat briefly with the iron so they flow together.
7. Slide the heat shrink tubing over the joint and heat with your heat gun or the barrel of your soldering iron. Once it cools, pull on the wires to make sure the joint holds.

Joining Steel Wire

1. Prepare the joining surfaces by thoroughly sanding them with sandpaper. This provides a good surface for the solder to stick. Treating each piece separately, heat the contact area with the iron and apply solder. Rub the tip all over the contact area, while applying fresh solder and flicking off oxidized solder, until the contact area is shiny and well tinned. While the steel wire is still hot and the surface solder is still molten, quickly wipe off the solder with a dry cloth. You'll notice a different color between the rest of the steel wire and the tinned surface indicating that solder has penetrated the wire surface and has prepared the contact area for binding.

2. Place the two tinned areas together and wrap with fine copper wire. Strands taken from multistrand heavy electrical cable is ideal, but have the strands ready for use before you start. After wrapping tightly, twist the ends of the binding wire together (so they don't unwrap). Heat the whole joint with the iron and apply fresh solder. Because you pretinned the steel wires, you'll find that solder will readily flow into the joint and adhere properly to the surfaces. Any time you see convex blobs of solder you can bet the joint has not soldered properly. Apply more heat, flick off the old solder, and apply fresh. →

EDITORS 2 CENTS: All good advice, but most of us have some pet ways of doing things. That's why we pick up a few new things from every article we read about soldering. I can't disagree with tossing out oxidized solder, but my conservative nature probably will resist doing too much of that. Incidentally, circuit board makers and others who train employees to solder say they average out with better results training women than men. That's because soldering is a man thing which we all instinctively know more about than does the instructor.

I notice the author skipped the usual advice to make sure the metal being soldered is itself hot enough to melt the solder before applying it. That advice is good, but unfortunately it isn't always practical. Sometimes you have to apply solder between the material and the iron as a transfer media and heat conductor because you can't get enough direct contact with the iron. That's when it becomes an art or skill, because you then have to use judgment as to when everything is hot enough to pull the iron.

I use rosin core solder, but I've found an excellent non corrosive blue soldering liquid that I use as a flux, especially on multi strand wire. It's Called supersafe No 30, and is available from H&N Electronics, 10937 Rome Beauty Drive, California City, CA. 93505 Phone 760-373-8033. Or www.ccis.com/home/hn. I've used this flux for probably more than 10 years and have never seen any evidence of corrosion.

I have a pet way of joining multi strand wire, which I've never seen written up elsewhere. I spread the wires a little with a pin and dip the ends in the liquid flux, so it wets all the strands. Then I jam the ends straight together working them into each other and solder. That produces the smallest and smoothest joint under the heat shrink.

Most of us have heard this before, but soldering guns are a no-no around electronic equipment such as servos, and computerized goodies.

KLASS KOTE is the newer replacement for Hobbypoxy and K&B Poxy. Dick Fischer and I have been hanging on to and using our old cans of Hobbypoxy. But after only 20 plus years, it seems to have a short shelf life and isn't as fuel resistant as it once was. Jim Bierbauer is the only one locally to have used Klass Kote and he's happy with it.

Tandy Walker has been spraying Klass Kote on his immaculate Sailplane project and ran into a problem that probably wouldn't worry many of us. He was using only clear matte Klass Kote as a top sealer/fuel proofer. He stored some of it ready mixed in a refrigerator overnight, and used it next day, adding a little thinner. He noticed that final coat was a slightly different texture and will be re-doing it.

Here's a comment from Tandy:

"Would you believe Nate Dickerson who owns Klass Kote called me last night from New Jersey. He is on my Sailplane distribution list and had read about my stab finishing problem. He had me tell him every step I did leading up to the occurrence of the not so satin finish on the top of the stab. Nate wants to pass this along to his chemist and see if they can duplicate the problem and determine what happened. He said he would call me once they have the determination. Now that is some good follow up by a manufacture, don't you think?"

THE JIMMY ALLEN POSTAL can be flown any time from this very instant until the end of September, according to CD Jerry Rocha of SAM 27. Results are to be mailed to Jerry by October 5. A small SAM 26 contingent plans a trip to Taft one weekday soon. If you'd like to participate, contact Hardy Robinson or Jim Bierbauer by phone.

There's an advertisement out for a new Saito four stroke ignition engine that shows what appears to be a $\frac{1}{4}$ -32 **spark plug** in the engine. Wouldn't it be nice if Saito made available some new spark plugs at reasonable prices?

We're running a little late as usual, but the local guys will receive this in time to see the change of venue for our bi-monthly chapter meeting. The regulars have also been notified by phone.

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